GROVER IN COMMAND

Answers a Long Letter Addressed to Him by Governor Altgeld.

WHY HE SENT FEDERAL TROOPS

Local Federal Officials Unable to Enforce the Federal Laws.

ACTED IN ACCORD WITH THE LAWS

Altgeld Says the State Has Ample Power to Maintain Order.

STATE TROOPS AS GOOD AS FEDERAL

Maintains that Had the Authorities Asked Him for Assistance the State Could and Would Have Furnished All

the Troops Necessary.

Yesterday developed but one thing in the strike situation-that the federal troops already at Chicago were not sufficiently numerous to overawe the mobs, nor to do any particular good in the way of relieving the embargo. While there were no clashes between the citizens and the soldi s, there were many minor collisions, and in one or two instances special officers used their revolvers. At every point where the troops came in contact with the mobs the latter gave way and reformed a little further on.

Governor Altgeld wrote to President Cleveland asking by what authority United States troops were quartered in Chicago. The president answered to the effect that it was his will, acting within his constitutional authority. Governor Waite sent a similar letter.

In California the situation shows no change, except that the Southern Pacific is tied up tighter than ever, if possible.

St. Louis experienced a little relief, as did also the points along the Santa Fe. United States marshals, aided by federal troops, are moving trains in Colorado.

On the Union Pacific the trouble is still confined to the Wyoming division. A passenger train with one mail car and four Pullmans attached was sent out of Cheyenne and got as far as Laramie, where the strikers took possession. It had a nonunion

Efforts of the Chicago Great Western and Milwaukee roads to get their Iowa employes to sign agreements not to strike were fail-

At Sioux City the firemen on the Omaha line are still out and trains are moving with difficulty. The firemen are not inclined to call the strike off.

As far as the strikers are concerned they seem to have gained the day, for the events brought more men into interest and added to the number of those already out.

It is more than probable that more federal troops will be sent to Chicago today.

ALTGELD TO CLEVELAND.

Preserve Order

WASHINGTON, July 5 .- The president is watching the developments of the situation at Chicago with deep concern. He is advised of every movement as reported to the War department and the Department of Justice. Apprehension is not confined to Chicago alone, but the passage of the disaffection in the far west is a source of great solicitude to the officials. Sacremento, Cal., is looked upon as a particularly threatening point, but up to this time there has been no warrant for military interference, inasmuch as the judicial officers have not yet applied for troops. Preparasuch call without delay, probably by send-

ng troops from Presidio.
This evening the president, Secretary La mont, Attorney General Olney and Gen eral Schofield discussed the situation, being informed of the various phases from tim to time by the Associated press bulletins It was deemed expedient also to establish a means of speedy and direct communica-tion with General Miles, and to that enthe manager of the Western Union Telegrap company was called upon to connect the white house with one of the main wires to General Miles' headquarters in Chicago At 11:40 the conference broke up. Ger eral Schofield was pressed to state whether not the president had been requested t troops at Chicago, replied as this touched a matter entirely within the president's province he could not discuss it. Subsequently Secretary La-mont caused to be prepared copies of the following telegraphic correspondence which had passed between the president and Governor Altgeld of Illinois

EXECUTIVE MANSION, WASHING TON, July 5, 1894.-Hon. John P. Altgeld ernor of Illinois, Springfield, Ill.: eral troops were sent to Chicago in stric cordance with the constitution and th laws of the United States, upon the demanof the Postoffice department, that obstrucrepresentations of the judicial officers of the United States that process of federal courts could not be executed through the ordinary means, and upon abundant proof that con spiracies existed against commerce between the states.

"To meet these conditions, which clearly within the province of #ed authority, the presence of federal troop in the city of Chicago was deemed not only proper, but necessary, and there has been no intention of thereby interfering with th plain duty of the local authorities to preserv

the peace of the city."
"GROVER CLEVELAND." The following is Governor Altgeld's tele

"EXECUTIVE OFFICE, State of Illinois July 5, 1894.—Hon, Grover Cleveland, President of the United States, Washington, D. C.: Dear Sir—I am advised you have ordered federal troops to go into service in the state of Illinois. Surely the facts have not been correctly presented in this case you would not have taken this step, for in entirely unnecessary, and, as it seems me, unjustifiable. Waiving all questions of courtesy, I will say that the state of Illinoi only able to take care of itself, bu it stands ready today to furnish the federa government any assistance it may need elsewhere. Our military force is ample and consists of as good soldiers as can be found in the country. They have been ordered promptly whenever and wherever they were We have stationed in Chleage alone three regiments of infantry, one bat tery and one troop of cavalry already, an better soldiers can be found. They have been ready every moment to go on duty, and have been and are now esser to go into But they have not been ordered because nobody in Cook county, whether an official or private citizen, asked to have their assistance, or even intimated in any way that their assistance was desired or neces sary. So far as I have been advised, the local officials have been able to handle the attuation. But if any assistance were needed, the state stood ready to furnish So far as I have been advised, th 100 men for every one man required and atood ready to do so at a moment's notice.

STATE HAD AMPLE FORCES. "Notwithstanding these facts, the federal government has been applied to by men who had political and selfish motives for wanting to ignore the state government. We have just gone through a long coal strike, more extensive here than he any other state, because our coal field is larger than that of any other state. We have than that of any other state. We have now had ten days of railroad strike, and we have promptly given military aid wherever the local officials needed it.

"In two instances the United States mar-shal for the southern district of Illinois ap-

plied for assistance to enable him to enforce the processes of the United States court, and troops were promptly furnished him and he was assisted in every way he desired. The law has been thoroughly executed, and every man guilty of violating it during the strike has been brought to justice. If the marshal for the northern district of Illinois, or the authorities of Cook county, needed military assistance, they had but to ask for it military assistance, they had but to ask to it in order to get it from the state. At present some of our railroads are paralyzed, not by reason of obstructions, but because they cannot get men to operate their trains. For some reason they are anxious to keep this fact from the public, and for this purpose are making an outcry about obstructions in order to divert attention.

Now I will cite to you two examples which illustrate the situation: Some days ago I was advised the business of one of our railroads was obstructed at two centers—that there was a condition bordering on anarchy there, and I was asked to furnish protection so as to enable the employes of the road to operate the trains. Troops were promptly ordered to both points. Then it transpired the company had not sufficient men on its line to operate one train. All the old hands were orderly, but refused to go. The company had large shops in which worked a number of men who did not be-long to the Railway union and who could run an engine. They were appealed to to run the train, but flatly refused. We were obliged to hunt up soldlers who could run

an engine and operate a train.

"Again, two days ago, appeals which were almost frantic, came from officials of an-other road, stating that at an important point on their line trains were forcibly obstructed, and that there was a reign of anarchy at that place, and they asked for protection so they could move their trains. Troops were put on the ground in a few hours' time, when the officer in command elegraphed me there was no trouble and had been none at that point, but the road seemed to have no men to run trains, and the sheriff telegraphed he did not need troops, but would himself move every train if the company would only furnish men to run trains. The result was that the troops were there fourteen hours before a single train was moved, though there was no at-tempt at interference by anybody. It is true that in several instances the road made efforts to work a few green men, and a crowd standing around insulted them and tried to drive them away, and in a few other cases they cut off Pullman cars from trains. But all these troubles were local in character and could easily he handled by the state's authorities. Illinois has more railroad men than any other state in the union, but as a rule they are orderly and well behaved. This is shown by the fact that so very little actual violence has been Only a very small per cent of these men have been guilty of any infractions of the law. The newspaper accounts have in many cases been pure fabrications, and in others wild exaggerations

MEN, NOT SOLDIERS WANTED. "I have gone thus into details to show that it is not soldiers that are rquired so much as men to operate trains, and the conditions do not exist here which bring the cause within the federal statute, a statute that passed in 1881 and was in reality a war measure. This statute authorized the use of federal troops in a state whenever it shall be impracticable to enforce the laws of the United States within such state by the ordinary judicial process. Such a condition does not exist in Illinois. There have been a few local disturbances, but nothing seriously interfered with the administration of justice, for the federal troops can do nothing that Claims the State Was Ready and Able to the state troops cannot do. I repeat that but even if by a forced construction it were held that the conditions came within the letter of the statute, I submit that local selfgovernment is a fundamental principle of our constitution. Each community shall itself so long as it can, and is ready and able to, enforce the law, and it is in harmony with this fundamental principle that the statute authorizes the president to send troops with-in states, and particularly is this so in the

exercise of the police power and the pres-ervation of law and order. "To absolutely ignore a local government In matters of this kind, when the local gov-ernment is ready to furnish assistance needed and is amply able to enforce the law, no only insults the people of this state by imputing to them an inability to govern themselves or an uwillingness to enforce the law, but is in violation of a basic principle of the constitution. The question of federal su premacy is in no way involved. No one dis outes it for a moment, but under our con stitution federal supremacy and local self-government must go hand in hand, and to gnore the latter is to do violence to the

"As governor of the state of Illinois protest against this and ask the immediate withdrawal of the federal troops from active duty in this state. Should the situation at any time get so serious that we cannot control it with the state forces, we wil promptly ask for federal assistance, until such time I protest with all duc deference against this uncalled for reflection upon our people and again ask the im-mediate withdrawal of these troops. I

have the honor to be, "JOHN P. ALTGELD, "Governor of Illinois." WAITE WRITES ALSO.

DENVER, July 5.—Governor Walte has written letters to both President Cleve-land and Judge Hallet of the United States district court protesting against the whole sale arrests being made by the deputy mar-shals at turbulent points in Colorado. The governor charges Judge Hallet with overriding the state constitution and ignoring civil processes, and with arming bodies of men before calling upon the county and state authorities, and points to his Cripple Creek record as evidence that he is willing and able to suppress lawlessness. The mes sage to President Cleveland rehearses th acts of Judge Hallet and concludes with the words: "By what authority does Mar-shal Israel violate the constitution as to arrests and usurp our authority to suspend the writ of habeas corpus in Colorado?"

WARNING TO THE RAILROAD.

San Francisco Examiner Freely Speaks Its Mind on the Situation.

SAN FRANCISCO, July 5.—The Examiner says editorially: "The Southern Pacific Railroad company has managed to get the state and national governments between it and its workmen. A blow aimed at its property or privilege to do as it chooses lands on the law and wounds public order. Doubtless the corporation felicitates itself on the generalship by which it has brought this state of things about, but in the end it will pay dearly for its cleverness. That society may avert from itself riot it is forced to send for the police and soldiery to pro tect this undeserving railroad company But society has been seduced into no illu sion; the people of California understand the situation perfectly, and, when the occa-sion is gone for making their own and the corporation's interest one, there will be a reckoning. A heavy addition has been made to the debt which the company will sooner or later be called upon to settle. Ever since it came into existence the corporation has done its utmost to raise itself above the laws of the state, whose guardianship it now evokes. Rather than yield a point of no great practical moment to its workmen, it has laid an interdict on commerce, subjected thousands of citizens to serious loss, shown measureless contempt for the convenience of the public, thrown all California into alarm, and brought it to the very edge of riot and anarchy. It demands expensive protec-tion, even at the cost of blood, from the municipalities and counties and state

demands protection from, and even the con-

trol and use of the enormous debt to the federal government, which it has made no provision for paying. California has been "July 5, 1894." federal government, which it has made no provision for paying. California has been very patient, but the Southern Pacific has gone too far.

REGULARS CHARGE THE STRIKERS.

Strikers Give Way, but Troops Are Not

Able to Cover All the Ground. CHICAGO, July 5.-Regular troops made their first charge on the strikers at the yards this morning. Ninety men of the Fifteenth regiment, under Major Hartz and Captains Chapin of Company B and Mitchell of Company D, dispersed 3,000 men who were blocking the passage of a meat train near the main entrance of the yards. Swift & Company were starting a train for New York. It was ready to leave the yards, but the crowd prevented its departure and refused to move from the tracks. Troops were sent for and the detachment under Major Hartz was on the ground. A short distance from the scene of the trouble the order to move on double-quick with fixed bayonets was given. Through the crowd the soldiers moved without resistance, and the strikers and their sympathizers fled

Matters opened briskly at the yards Troops were marched to points of vantage and the stock yards switching association was making an effort to clear its tracks Officials were sanguine that, barring new obstacles, a hole out and one in would be opened before nightfall. No mobs were apparently gathering, and though no stock was received at the yards, the outlock was more hopeful than for several days past. The first move of the troops was toward guarding the meat train of Swift & Com-pany. The company feared that an attempt to start the train would be defeated by the strikers, and a guard of regulars was asked for. Lieutenant Bush and twenty men of Company D were sent to the train. They found the cars surrounded by a crowd of men, but no violence had been threatened. Then they charged the crowd and the train

was released.

The rout of the strikers did not make all plain sailing for the meat train, and at 2 this afternoon it had moved only as far as the Fort Wayne crossing, a short distance outside the yards. Through its short journey the men in charge had been harrassed by the strikers and a continually increasing crowd made the situation serious. Several times the soldiers were compelled to drive the men from the tracks. At the Fort Wayne crossing the gates were closed and no one would open them. The train was stalled at this point. Additions to the mob were being received continually and the crowd rapidly grew more excited. Threats of violence were loud, stones were thrown and the temper of the crowd was such that Unuited States Marshal Donnelly remarked that bloodshed seemed imminent and that a violent encounter was probable before night.
After the troops scattered the crowd at the first charge the train started. Soldiers guarded the tracks and the cavairy preceded the train. Hooting and yelling on all sides,

an increasing mob tagged, calling the men scabs and tried to hinder the operation of switches. Many women were in the crowd and their voices joined those of the men in deriding the troops and peace officers. Forty first street viaduct, under which the train passed, was crowded with angry spectators, but at this time the opposition confined itself to noise.

STONED BY THE MOB.

At Wallace street the train was stopped while an attempt was made to replace a switch that had been thrown. Stone throwing for the first time interrupted the work M. S. Wright, an officer for the packing company, was struck and knocked senseless by a rock. He had been trying to throw a

His fall was the signal for an order to the cavalry in advance of the train. At the first move of the horsemen the rioters turned back and the railway men threw the switch.
Without further trouble the train pro-

ceeded to Delese and Shepard's stone yard. The command to close in by the cavalry did not restore order. The order to clear the tracks was given and the horsemen rode into the crowd. The rioters scattered without being harmed.

From this point to the Fort Wayne cross ing the train made good headway. Closed gates at the crossing barred further progress and the train came to a standstill. would open the gates and the delay was pro Beyond the crossing the freight longed. cars were dumped by the side of the track and it was impossible to move them. Neither police por soldiers would touch the At other points along the line the same blockade was made, and some time was spent in an attempt to straighten up the readway. About 10,000 people gathered around the stalled train. and any move by the railway officers, i was expected, would meet with violent or position. Leaving the meat train at the crossing the mob started down the track intent on mischief. The rioters proceeded to the switch tower near Fortieth stree and Stewart avenue. They drove the op erating gang out, and when the structure was deserted it was fired. A switch box controlling the inter-locking system was fired, but in both cases the flames were tinguished without causing the destruction of property.

A dummy train on the Fort Wayne from East Chicago stopped near the crossing at which the meat train was standing. It was the object of an attack by one section of the mob. The engineer and fireman were driver from the cab and the windows were smashed The conductor and passengers abandoned the train and it was left to the mercy of th When it seemed permanently abandoned the strikers stopped their attack and continued their march along the tracks Other freight cars were dumped across the The regulars remained with the

meat train. Intoxicated with success, the big crowd rolled back to the stock train where the soldiers were, under command of Major Hartze. The Michigan Central officials were trying to get a wrecking train to remove the overturned cars. They failed, and at 4 o'clock it was decided to take the train back to the stock yards. As the train backed into the yards thousands followed it, exulting in the victory won after a hard day's battle. Several cars and switch shan ties at Forty-ninth street, the property of the Grand Trunk, were set on fire this evening and destroyed.

HOPKINS TAKES A HAND.

Chicago's Mayor Issues a Proclamation to the People. CHICAGO, July 5.-After a personal in spection of the scenes of violence near Fortieth street this afternoon, Mayor Hopkin returned to the city hall, and for a half hour was closeted with Corporation Counsel Rubens. At the expiration of this interview a letter was dispatched to Chief of

Police Brennan and the following proclama-"The events of the last twenty-four hours render it necessary that extraordinary measures be taken to preserve public peace and

order the legal right to demand the services of every able bodied man in the city and to call out the militia, if necessary to suppress riots or other disorderly conduct, and he will cer tainly exercise every power vested in hin by law for the protection of property and

the preservation of the public peace.
"He expects every citizen to do his duty in preserving the peace by avoiding ces where crowds are congregated, to attend strictly to his own particular affairs and to see that all women and children are kept away from the public streets and rail-

way tracks. "The mayor intends to enforce every law of the state and ordinance of the city and he confidently relies upon the people of Chicago to aid him in his efforts in this be

quest as herein indicated he will no doub find a means of preventing the evil disposed from violating the laws. The police force is hereby directed to disperse every assem-blage of persons in the public streets and on or near railroad tracks and to promptly ar-

The mayor has instructed the chief of police to suspend all police officers who were in the Lake Shore & Michigan yards today

and did not interfere with the strikers who overturned freight cars by the score.
"The immediate cause of the issuance of my proclamation was the overturning of cars on the Lake Shore & Michigan Southern railroad this afternoon," said Mayor Hopkins.
"That sort of business must be stopped.
I desire that my letter to Chief Brennan in reference to the duty of the police published so all officers may read it. T will hereafter perform their duty or receive their dismissal from the force. I desire that to be distinctly understood."

FEDERAL TROOPS BEHAVE WELL.

Strikers Give Way Before Them Only to Close Up Again in the Rear.

CHICAGO, July 5 .- The sun went down on by far the most turbulent and critical day thus far in the unparalleled railroad strike and boycott. When it opened there swas a general feeling that its passage would go far toward clearing the atmosphere, if indeed it did not practically lift the embargo on commerce which has held this city in its grip for the past week. That expectation was caused by the reliance on federal troops in the most dangerous districts. The situation at the close of the day is such that it must be admitted that the hope indulged in this regard has not been justified. The troops were few in numbers at best, and when they were divided into squads and distributed at points separated by considerable distances, it soon became evident that their prestige as overawing bodies had been dissipated at the same time. Instead of fleeing in fear before the faces of the soldiers fore the faces of the soldiers, as was ex-pected they would do, the turbulent thou-sands surged about the little band, jeered and hooted at them, cast vile epithets at them and literally played hide and seek with them, stopping trains at will and generally rendering the embargo in the military dis-trict more effective if possible than before. The throngs of strikers did not resist Uncle Sam's police. Again and again when there were thousands of them about a train which it was sought to move, they gave way like water before the leveled bayonets of a single company of infantry or the trampling of a single squad of cavalry. Like water, too, they closed in again at a point just beyond. They turned switches, derailed freight cars in front of the slow moving trains and played all sorts of railroaders' tricks, with which the soldiers were unacquainted. Thus it was that the troops at the stock yards in perseverance and pa-tience spent the entire day in a vain en-deavor to get one train load of dressed beef out of sight of the starting point.

Another and pleasanter thing this ex-

perience showed, and that was the admira-ble coolness, self-discipline and self-control of the troops throughout an exasperating twelve hours. Not a shot was fired; not a man was pricked by a bayonet, which argues that with force enough the soldiers would have done the work expected of them. The quality was there merely the quantity

FIRED ON THE STRIKERS. Aside from the immediate neighborhood where the troops were operating there was plenty of excitement and disorder. Great mobs gathered on the Lake Shore, Alton, West Shore and Rock Island tracks and pro-ceeded to obstruct them by overturning box cars, breaking switches and the like. At one time they set fire to a signal tower and an interlocking box, though the flames were extinguished before sarious damage was

In two instances there was bloodshed.
On the Western Indiana tracks a hard
pressed special policenian fired at his pursuers, wounding a striker in the leg. On
the Lake Shore road an official of that company in charge of a train which he was endeavoring to force through, emptied his revolver point blank into the massed strikers about him, wounding two or three, it is believed. He was saved from the fury of the mob, as was his engineer, who put on steam and ran back to the point of starting.

Shortly after noon a mob numbering 2,000 started north on the Lake Shore tracks at Thirty-seventh street, overturning cars and obstructing the line in every possible way. They were not checked until they reached wenty-second street, where a heavy force of police was massed and succeeded in turn

During the afternoon Mayor Hopkins and Chief of Police Brennan went down to the Lake Shore road with an official of that road, intending to go to the stock yards Their course was obstructed and they were

compelled to finish the journey on foot.

Of the striking men it may be said the situation broadened with today. On the Big Four, on which it was presumed traffic would be resumed immediately, it is practically tied up. At Joliet everything is practically at a standstill because the men have gone out, and the city water works have shut down for lack of coal. The night closes down with a very uneasy feeling touching the developments be-

morning

STRIKE ON THE CALUMET TERMINALS The Calumet terminals' employes have struck, and as a result the steel mills of South Chicago will probably close down tomorrow. Every policeman on the south side was called into service this afternoon when word was received that there was blockade on the Rock Island at Twenty-fifth street. A dozen cars had been thrown off the track, and behind the obstruction were three passenger trains trying to get into the city. Thousands of people sur-rounded the trains, and the aspect became threatening, so much so that the railroad officials sent in the call for policemen to dis perse the mob. When the mob first at-tacked the train at Twenty-fifth street there were but few policemen there, and they could do nothing with the strikers. At Twenty-second street there was anothe gang which attempted to throw a freigh car off the track. While trying to dis perse the mob or prevent the strikers from carrying out their purpose an officer was struck on the head with a stone thrown by one of the crowd and seriously hurt. Reinforcements arrived and the mob was dispersed. Over 200 policemen then patrolled the tracks and crossings and protected the wrecking crew which was en-gaged in replacing the derailed cars. This was not accomplished until nearly 7 o'clock m., when the first train started for th The most urgent call after the one Twenty-fifth street and the Rock

tracks. This call was sent out by earl Manager Egan, who said a mob in control at that place and the police wer unable to handle it. Mayor Hopkins said tonight that the out come of the conference between himself, Corporation Counsel Rubens and the officials of the American Railway union would probably end in a request being made in the the name of the people of Chicago to George M. Pullman that he return to Chicago and submit the differences between himself and employes for arbitration. The request, how-ever, will not be sent to Mr. Pullman until

Island tracks was for men at Thirty-ninth street and the Chicago & Eastern Illinois

another meeting between the city officials and Debs takes place. The situation at the atock yards and along he line of the Rock Island is hourly growing more serious. An attempt to take a train out to the stock yards this afternoon, although protected by United States troops, was abandoned. The mob on the line of th Rock Island road has been coming north west and has reached Thirtieth street, where the mob was overturning cars and destroy-ing property, barring the trains of the Rock Island and Lake Shore roads. One hundred colice have been sent to check the At 9:30 tonight the cavalry and artillery,

under a still order from General Miles, are preparing to leave the stock yards on double quick.

All the artillery stationed at the stock yards have arrived on the lake front, oppo-site the Auditorium and went at once into

The following call was issued tonight by the board of directors of the A. R. U.: "To the Labor Public: All chief officers of all unions of Chicago are invited to a

meeting at Ulrich's hall, at 10 o'clock, to inquire why federal troops invade the state of Illinois in time of peace."

Any of Its Trains.

SAN FRANCISCO, July 5 .- The seventh

STRIKERS STILL IN CONTROL. Southern Pacific Utterly Unable to Move

day of the great railroad strike closes with the blockade more complete in northern California than it has been at any time since Debs ordered the A. R. U. to tle up the Southern Pacific. At Oakland and Sacramento the embargo enforced by the strikers is absolute, not a wheel being allowed to turn, and at no other point in the state is the Southern Pacific doing any busi ness. Sacramento continues to be the center of interest. After the conflict there on Tues-day between the strikers and strong forces under the United States marshal and the chief of police, and on Wednesday between the strikers and the state militia, it was feared there would be a serious outbreak there today. The conflict that seems - be unavoiable has been delayed, however, for at least another day. Early this morning the strikers were reinforced by 150 men from Truckee, who came into Sacramento on a special train. Soon afterwards a train from Dunsmuir bearing over 100 heavily armed strikers assembled there. These men have created no trouble, however. They quietly joined the local strikers and as quietly expressed their determination to aid the Sacramento men in preventing the railroad company from breaking the blockade bring out the militia was made, and tonight the determined A. R. U. men are still in

General Dimond, chagrined at the action of his troops yesterday in refusing to move upon the strikers, this morning left Sacra-mento and returned to San Francisco. Before doing so, however, he sent two com-panies from Stockton home in disgrace, and issued an order depriving the Sacramento companies of their arms and uniforms. During the day the strikers established headquarters in the vicinity of the railroad yards and settled down for a long siege It is now believed the railroad will mak no further move at Sacramento until fed

possession of the Sacramento depot.

eral troops can be had there.

At Oakland the strikers are in absolute control. There, too, the state militia proved of no avail, for the sympathy of the militiamen is with the strikers. Companies from Petaluma, San Rafael and Santa Rosa had been ordered to Oakland, but they were sent home without being ordered against the strikers. This morning the company fired up two switch engines on the Oakland mole. No scener had this been done than a mob of 300 strikers bore down upon the yards, pushed past the un-resisting deputy sheriffs and captured the locomotives. They ran the engines on the switches, blew the steam, raked out the fires and let out the water. The railroad officials made no further attempt to turn of

While this riot was in progress on the Oakland mole, thousands of people who live on the Oakland side of the bay and do business in San Francisco stood on shores waiting for transportation. All regular ferry boats had been stopped, and to make the blockade more complete three big ferry boats that were temporarily running up Oakland creek grounded at low tide and stuck fast in the creek. From 6 to 10 o'clock this morning there was no communication. The first Oakland boats to reach San Francisco arrived at 19:30.

Traffic on the coast division running out of San Francisco is also obstructed. At San Jose a large force of strikers stopped the passing of trains by throwing themselves on the track. Many interior towns are already running short of supplies and are complain ing bitterly. Fireman Wing, who was acyesterday, died today.

Coastwise and even eastern mail is now coming into and going out of San Francisco on occan steamers. The postal authorities no longer hope for the resumption of rail-The steamer Walla Walls road traffic. tons of mail for Washington, Idaho, British Columbia and for the east. Letters sent east will go over the Great Northern. Mails for southern California were taken out on the steamer Santa Rosa. The Oregon mail was taken to Portland on the steamer Truckee Mails also arrived by steamer from the north and south. There is talk of sending he incoming Australian steamer Monowai t Puget Sound, there to discharge her easter: freight and mails. The Monowai was due today. The coastwise steamers are unable to meet the demand for passenger transporta

BOYCOTTING DAILY PAPERS.

Milwaukee Employes Resenting What They Regard as Unfair Treatment.

PERRY, Ia., July 5 .- (Special Telegran to The Bee.)-Over 300 railroad employes of the Milwaukee road held a union meeting here today. The session was conducted with closed doors, and later on the proceed ings were made public. The Reporter this evening published a set of resolutions passed boycotting the Chicago Herald Tribune, Inter Ocean, News, Record and Des Moines Register, and every business house in the city has been asked to join them in the boycott. They promise to ex-tend it over the entire Milwaukee system W. E. Ginn, an ex-conductor who recently both arms and a leg, is the leading news dealer and handles over 390 of these papers daily. They have promised to make his business good by purchasing other

dailies. They endorsed the Omaha Bee as an im partial journal, worthy of their support. They consider that the papers boycotted have been rank in the treatment of organized labor, and this new action agains newspapers is considered as a most emphati expression of sympathy for the A. R. U These resolutions were signed jointly b members from the Brotherhood of Locomo tive Engineers, Brotherhood of Locomotiv Firemen, Order of Railway Conductors and Brotherhood of Railway Trainmen. Severa of the railroad men present are among the heaviest property holders in the city.

Yesterday a paper was sent here by General Manager Earling to the Brotherhood of Locomotive Engineers asking them to sign it. It was an agreement not to strike Today they returned the paper with th statement that they would not work with nonunion men or under police protection.

QUIET AT SIOUX CITY.

With the Assistance of Militia Some Trains Are Moving.

SIOUX CITY, July 5 .- (Special Telegram to The Bee.)-The strike situation today s quiet. The arrival of the militia and the determined way they went about clear ing the yards last night brought this about No attempt to block trains was made fur ther than at the bridges early this morning on the Illinois Central and Omaha roads. All passenger trains on the Illinois Central and Omaha roads went out on regular time today for the first time since Mon-day morning under military escort. The firemen on the Chicago, St. Paul, Minneapolis & Omaha returned to work at clock. As a result the company expect to resume freight business tomorrow. The engineers on the Chicago, Milwaukee & St Paul still refuse to go out with any but regular firemen, and as a result the road s only getting out a portion of its pas enger trains.

There have been no serious conflicts be tween the militia and strikers. militiamen were struck with coupling and a couple of strikers were jabbed United States District Attorney Sells is here and has instructions from Olney to get all mail trains through. He has caused twenty-one warrants to be is-sued for persons charged with conspiracy to interfere with mails by blocking trains and seven have been arrested. No freights are moving yet because of inability of the roads to get crews for them.

Fort Wayne in Bad Shape.

FORT WAYNE, Ind., July 5 .- The strike situation in this city is becoming very seri-Not a mail train has reached this city over the Wabash in two days, and only one passenger train has moved. This morning the Nickel Plate men quit, and not a wheel is turning on that road between Fort Wayne and Stony Island. Even the section men are cut. Westbound passenger train No. 1 was laid up at the depot here for hours, and Travallus Engineer Work. for hours, and Traveling Engineer Work falled to find a crew to handle it. There is no trouble reported on the Chicago, Pittsburg & Fort Wayne road, but a strike is hourly expected.

SERIOUS SITUATION AT ST. LOUIS.

Some Trains Are Being Moved, but Little Business is Being Handled.

ST. LOUIS, July 5 .- In the railroad yards and about the union depot a more cheerful state of affairs exists and a braver aftempt is being made to handle traffic. More switch engines are at work than at any time this week and more freight cars being moved. The passenger service is improving and all roads report a better movement in that service. In spite of all this the situation is still of a most serious character, for as one gain is reported a loss is to be found to balance it. St. Louis is at present suffering as much from the strikes at outside points as at home. At present, though, the roads have practically no yard forces, yet there is not enough traffic in or out to keep even the existing force busy. In fact St. Louis, the gateway, is suffering far more than St. Louis, the originating point. The Iron Mountain, the St. Louis, Keokuk & Northwestern and the Missouri, Kansas & Texas, on the west side of the river, and the Toledo, St. Louis & Kansas City on the east side, are operating their yards with their regular crews and are experiencing no difficulty in handling such busines as comes to them. The improvement in the passenger service is due to the arrival of cars and engines from other points where they have been tied up, thus renewing the equipment here. The Terminal association yard force remains large enough to handle this service promptly so long as cars, etc., can be had.

FUEL SITUATION IMPROVES. The fuel situation is improving today. Some of the roads that had loaded coal cars sidetracked in their yards succeeded this morning in switching the cars to points where they could be unloaded and the two terminal companies also succeeded in hauling several trains of coal from the east side There is an immense amount of coal on the tracks in East St. Louis and if this can be brought over there will be no fuel famine The ice men have sufficient ice in sigh

to supply the city for at least two weeks In St. Louis, however, the dealers are no entirely dependent upon the railroads, for many of their ice houses are located on the banks of the river and supplies can be brought to the city in barges.

The milkmen are experiencing considerable

difficulty in supplying all customers, but unless the strike becomes very much worse than at present the city will get along. The fact that none of the 'Frisco or Missouri Pa-cific suburban trains have suffered delay has helped the milk dealers. The only dairies that are seriously embarrassed by the strike are those that are wholly dependent on Illinois towns for milk. FEDERAL AID MAY BE ASKED.

During the forenoon it became evident that the railroad had determined to ask for federal aid in order to renew the movement of traffic at this point. Early this morn-ing Samuel H. Priest, attorney for the Missouri Pacific, was in conference with United States District Attorney Klopton and his assistant, Mr. Anthony. He also visited Judge Thayer. That the matter in process of evo-lution was important was shown by the fact that a special train was sent to Trenton fact that a special train was sent to frenton last night over the Iron Mountain road for Mr. Klopton, who did no expect to be in St. Louis for several days. The return trip was made in three hours, one hour less than schedule time. When the federal officers reached the city they drove to Mr.
Priest's residence, arriving there at mid-night, and Mr. Klopton had a half-hour conference with Mr. Priest. When the United States district court met today Mr Klopton whispered to the judge, who an-nounced a recess until 2 this afternoon. The district attorney admitted that some action touching the strike would be taken at that hour.

ONE TRAIN OUT OF DENVER.

Orders of the United States Marshal Have Done Little Good. DENVER, July 5 .- United States Marsha Israel has issued orders to his deputies to arrest without warrants any man who, by speech or act attempts to interfere with the operation of trains on railroads that are n receiver's hands, and to make particular efforts to capture the strikers' leaders Under the protection of the troops and depu ties the Sunta Fe and Denver & Gulf ar ittempting to run freight as well as passen ger trains. The executive committee of the strikers has ordered a strike on the Colorad Midland, which will become effective today The Denver & Rio Grande is still prevented from sending trains west by the strike of firemen at Salida. President Jeffrey de clares he will tie the road up for six month ather than break any contracts. The Union Pacific sent out a passenger train this fore oon, but will not attempt to run it beyond

Judge Hallett in the United States court announced very emphatically today that men arrested for violating the court's injunctions who are awaiting hearing for contempt of court will not be permitted to return to the places where they created disturbance even

then bonds are furnished. The receiver of the Gulf system announces that the road is open for both passenger and freight business. The Rock Island now receives freight business of all kinds as well as passenger business. The Santa Fe road succeeded in starting a train for Chicago tonight and announces that it is running I perfect order. Contrary to prophecy yester day, the Midland was not tied up today. The Union Pacific road runs its westbo trains as far as Cheyenne only. Whatever changes occurred in the situation of the Denver & Rio Grande are for the better.

SENT OUT FROM CHEYENNE.

Inion Pacific Gets a Train Started With Putimans and Nonunion Firemen. CHEYENNE, July 5 .- The Union Pacific sent a train west from here at 2:30 this afternoon consisting of mail car, day coacl and four Pullmans. Two engines were used, nonunion firemen being on each engine. To telegram from the local union to Senator Carey asking him to support the Kyle re-solution in the senate the following answer

was received: WASHINGTON, July 4, 1891.—Secretary A. R. U. No. 18: I shall not support the Kyle resolution. To supoprt it, you, on reflection, would condemn my action anyway, and I should lose my self-respect. Your order does not advocate anarchy, not do I. Labor's enemy in times of troube is the professed friendship of demagorues JOSEPH M. CARRY.

Only one member of the Federated Board of Union Pacific employes has yet arrived-Clark of the Brotherhood of Brakemen Vroman of the engineers and the firemen's representative are expected tonight. There is no change in the situation. No effort has et been made to get a train west from here. Two mail trains and several passengers are now in the yards. Traffic east and south is proceeding without much interruption.

LOOKS FOR SHOOTING TODAY.

Marshal Arnold Thinks the Troops Cannot

Stand Many More Stones. CHICAGO, July 5 .- Fourteen strikers and sympathizers were arrested at Blue Island for obstructing mails and contempt of inunction. They were arraigned tonight before Commissioner Hoyne and held in \$1,000 bail each.

Marshal Arnold said: "There will undoubtedly be serious trouble at the stock yards, as the troops cannot submit to much shooting. When they do nothing can pre-

(Continued on Second Page.)

MOBS STILL RULE

Turbulent Element of the Windy City's Population Greatly in Evidence.

ASPECT IN CHICAGO VERY THREATENING

Rioters Make Many Demonstrations in

Various Parts of the City. CARS OVERTURNED AND OFFICERS STONED

Cr.ssin s Blockaded and Angry Crowds Do

Everything to Hinder Trains.

ONLY A FEW CASUALTIES REPORTED

Necessary to Make the

Strike a Winner.

Debs Declares that Every Trade in Chicago Will Be Called Out if' Found

CHICAGO, July 5.-Instead of diminishing in force the strike situation in Chicago has grown more serious apparently despite the presence of the United States troops. The General Managers association received word today of ricting in several parts of the city. A mob gathered at Thirty-fifth street on the Chicago & Illinois tracks and stoned all passenger trains, directing their attention particularly to passenger coaches. The Chicago, Burlington & Quincy experienced trouble at Western avenue, and a detail of police was called to disperse the crowd. At Forty-third street in the Rock Island yards a large crowd of strikers became demonstrative, and a heavy detail of police

was sent to that point. Fifteen freight cars were overturned on he Lake Shore road near Thirty-ninth street and halted just at the entrance of the Union stock yards at 1:30 p. m. A number of cars belonging to the Stock Yards Switching association were overturned a few moments before. The mob, which numbered far up in the thousands, rushed by common impulse at the cars and pitched them in the ditch. No troops were at the scene of the trouble

at the time. One thousand strikers congregated at Fortieth street and Wentworth street and tried to wreck the tower house on the Lake Shore and the Rock Island roads. Policemen were dispatched to the scene. Later the mob overturned about fifty freight cars on the Rock Island. The attack was made between Thirty-ninth and Root streets, a

point not covered by the troops at the time. The yards at Fifty-fourth street are full of strikers. Companies C and G of the Fifteenth infantry have just arrived from Blue Island to reinforce troops already there. .. The troops got out of the cars at Fifty-third street, Company C deployed and the troops marched through the yards with charged bayonets. The mob disappeared before them. Large crowds were on the tops of freight cars, but no stones were thrown. The yards have been closed.

FORCED MEN TO QUIT. A train on the Lake Shore was stopped at Forty-fourth street at 11 o'clock this morning. The engineer and fireman were requested to leave the engine and refused, and then were forcibly put off by the strikers. The gine was then cut and the train was moved back into the yards by the strikers. Th

outlook is not very pleasant. At the Forty-seventh street crossing of the Rock Island an immense crowd was gathered anticipating the arrival of an incoming Rock Island passenger train. The troops cleared the tracks, and, not withstanding that there was stone throwing, the train proceeded to Chicago.

At Dearborn station, the terminus of the

Eris, Wabash, Santa Fe, Monon, Grand Trunk and Eastern Illinois, an effort was

being made today to get through passenge

trains on all these roads. Most of the trains were getting out of the station on ime. It was said that no attempt to renew suburban service on any of the Dearborn station lines would be made today.

The Illinois Central road resumed its
suburban service today and a limited number of trains were running with the usual regularity. The officials believe the com-plete service will soon be restored. There was no trouble in securing crews for the

All of the special police at Nelson Morris & Co.'s packing house at the stock yards, fourteen in number, struck today and gave up their stars. The city police were called up their stars. The city police were called upon to take their places. The order for a special grand jury to in-vestigate violations of United States statutes by the strike leaders was entered on the

records today in accordance with the decision of Judge Grosscup. At Sloux City the blockade has been partly raised so far as passenger trains are con-cerned, but no freights are yet moving. The Illinois Central got out a train this morning which had been stalled there three days. The burning of the Omaha bridge at Twelfth street there has interfered with the running of trains on that road. It was thought the fire was the work of an incendiary. militia is still quartered in the Union depot and all trains are given a military escor

out of the city.

At 10 o'clock all the yard men in the employ of the Lake Shore at Detroit quit work. Grand Haven men are doing the work.
President Debs. in an interview this afterdeclared that if it became necessary chiefs of the various labor organizations would call out every trade in Chicago so that the strikers would win

STRIKER SHOT BY DEPUTIES. Deputy United States Marshals Pick and McGann, on duty at Grand Crossing, claimed to see a striker appreach a switch on the Illings Central track today with the evident purpose of detailing an approaching train. They called on him to stop, but he ignored the command and they fired at him. One shot took effect in the fellow's leg. City shot took effect in the fellow's leg. City collection in the vicinity heard the shoot-ng, came up and placed the deputy marponcements in the vicinity heard the shooting, came up and placed the deputy marshals under arrest. Some conflict of authority is likely to ensue, as Grand Crossing is within the city limits and the police have been instructed that their authority is paramount. The wounded striker was taken to a hospitst. There was hardly enough clamor or appearance of riot in Bluistani this morning to disturb a sick room. The wholesale arrests, with the continued presence of the federal troops, seemed to exercise an influence on the strikers, and the town seemed to be rapidly falling back into its original desuctade. The only incident occurring during the night was a report that deputies guarding the pump at the west end yards had been attacked. Reinforcements were sent, and it proved to be only a gang of boys returning from a Fourth of July dance, who were standing off at a distance calling the deputies everything but gentlemen. The trains and yards have all been cleared and are ready thing but gentlemen. The trains and yards have all been cleared and are ready for business. The strikers say they will do nothing as long as the soldiers are here, but will wait until they leave and then tie

up the road again. Tie-Up Complete at Salt Lake. SALT LAKE, July 5 .- The passenger servce between here and Ogden today seemed to be out of the question. One train was started for Ogden this morning, but was halted at Syracuse, where it still stands. The eastern fast mail was not allowed to move a wheel. There is not a pound of freight entering the city. Dispatches from Ogden say not a wheel moved in the Ogden